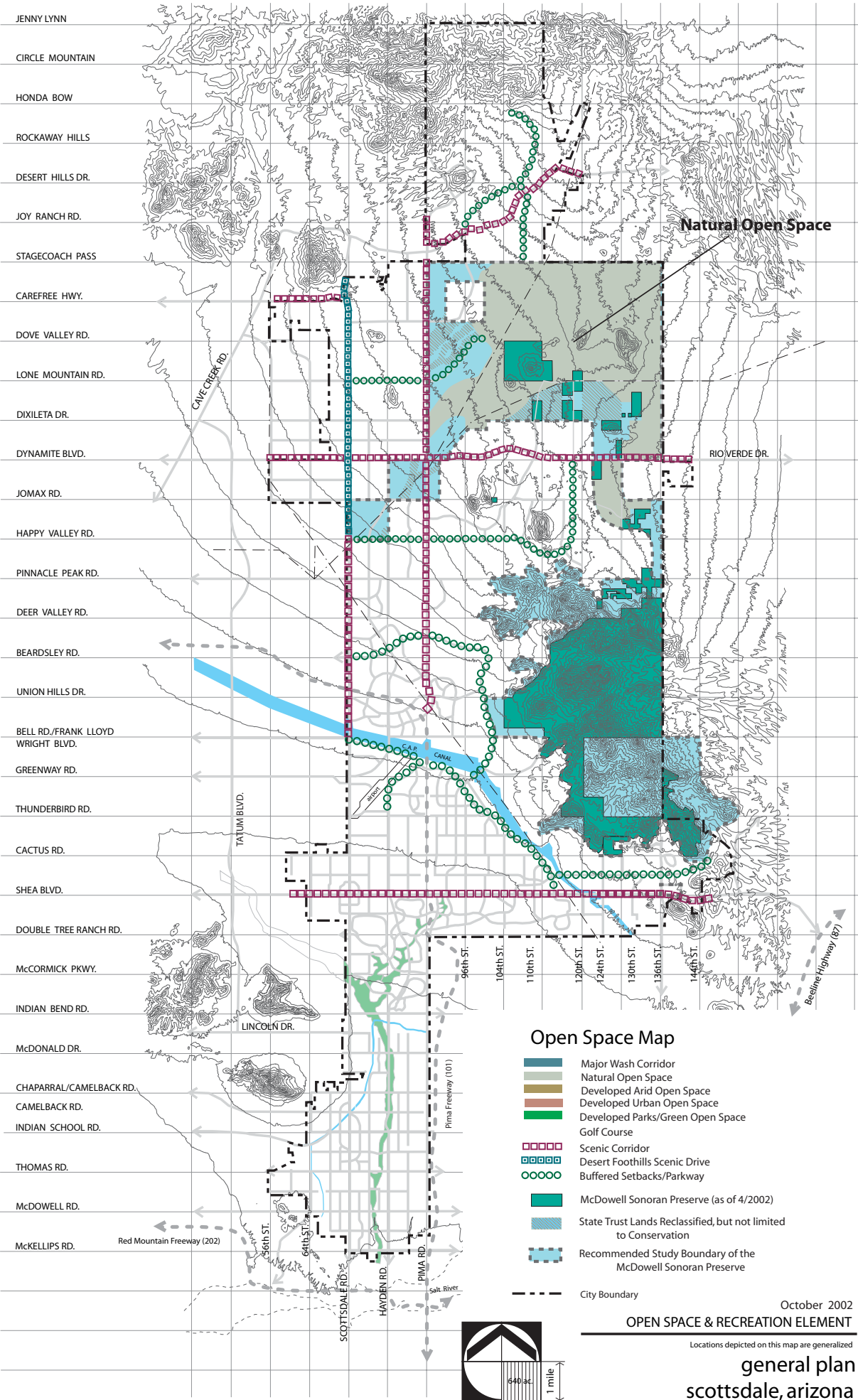


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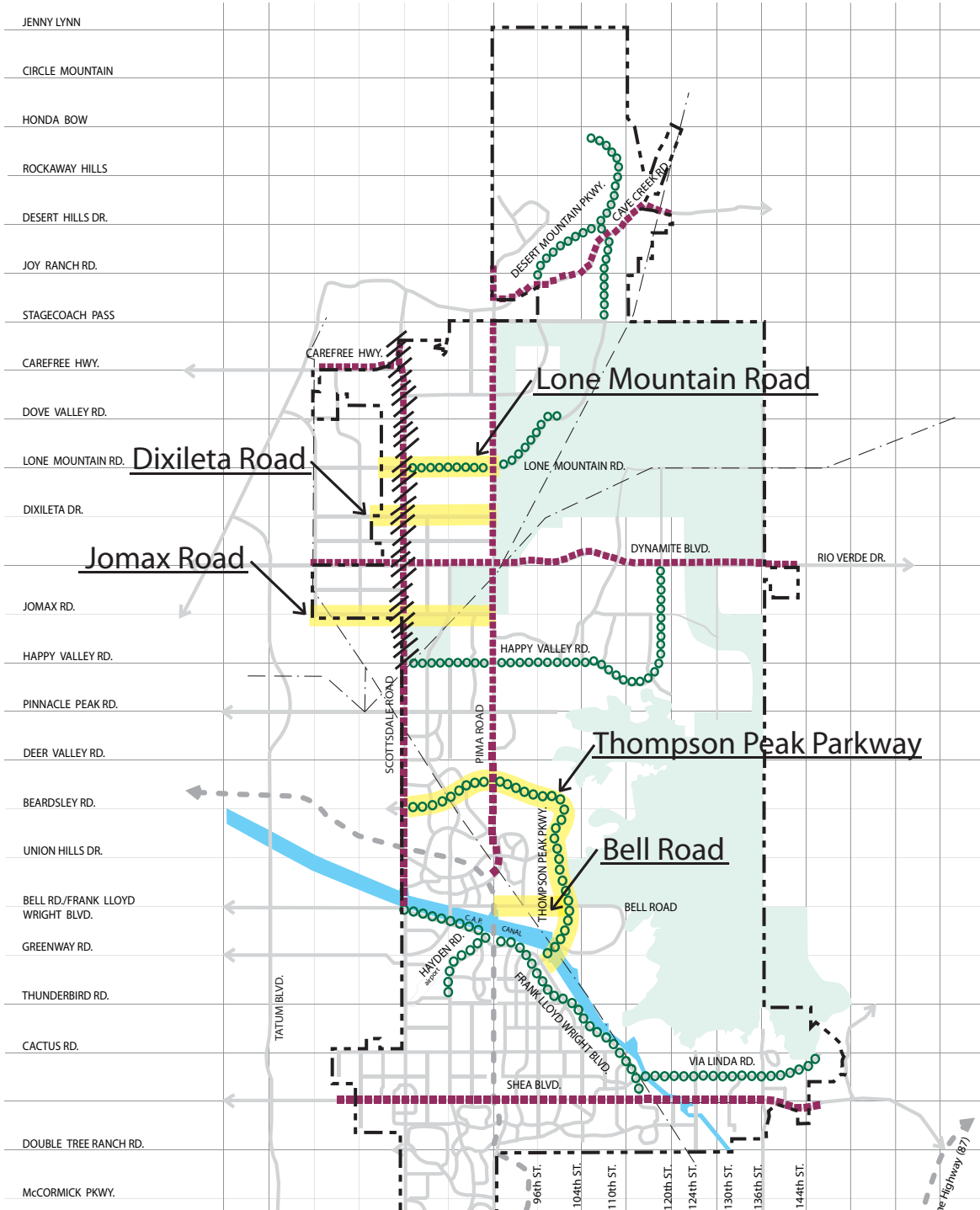


October 2002

OPEN SPACE & RECREATION ELEMENT

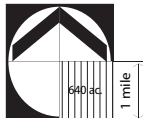
Locations depicted on this map are generalized

general plan
scottsdale, arizona



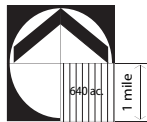
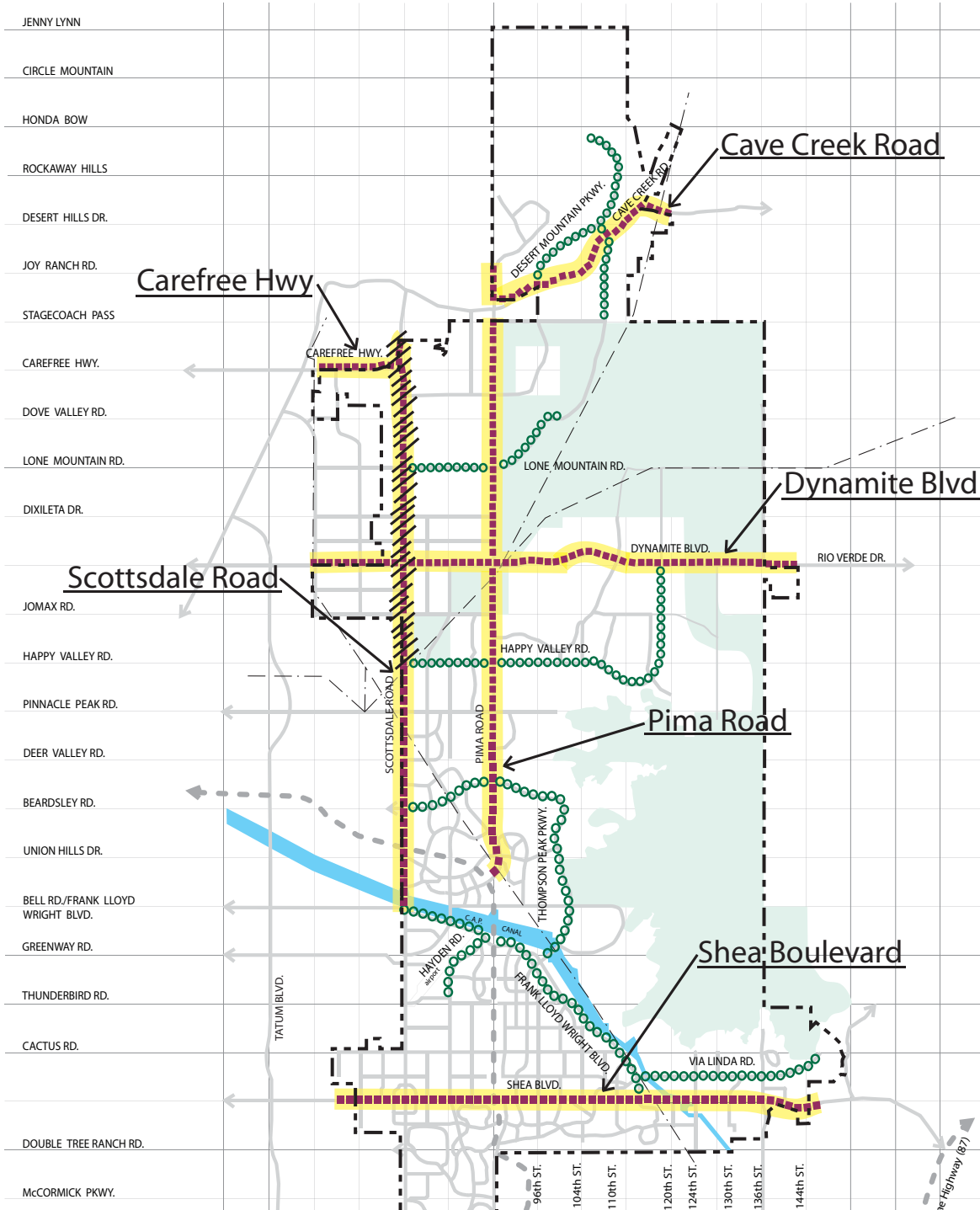
Roads Under Consideration

Jomax Road
Lone Mountain Road
Thompson Peak Parkway
Dixileta Road
Bell Road



- Considered Roads
- Scenic Corridor
- Desert Foothills Scenic Drive-Scenic Corridor
- Buffered Setbacks/Parkway
- Recommended Study Boundary of the McDowell Sonoran Preserve
- City Boundary

Locations depicted on this map are generalized

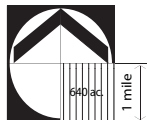
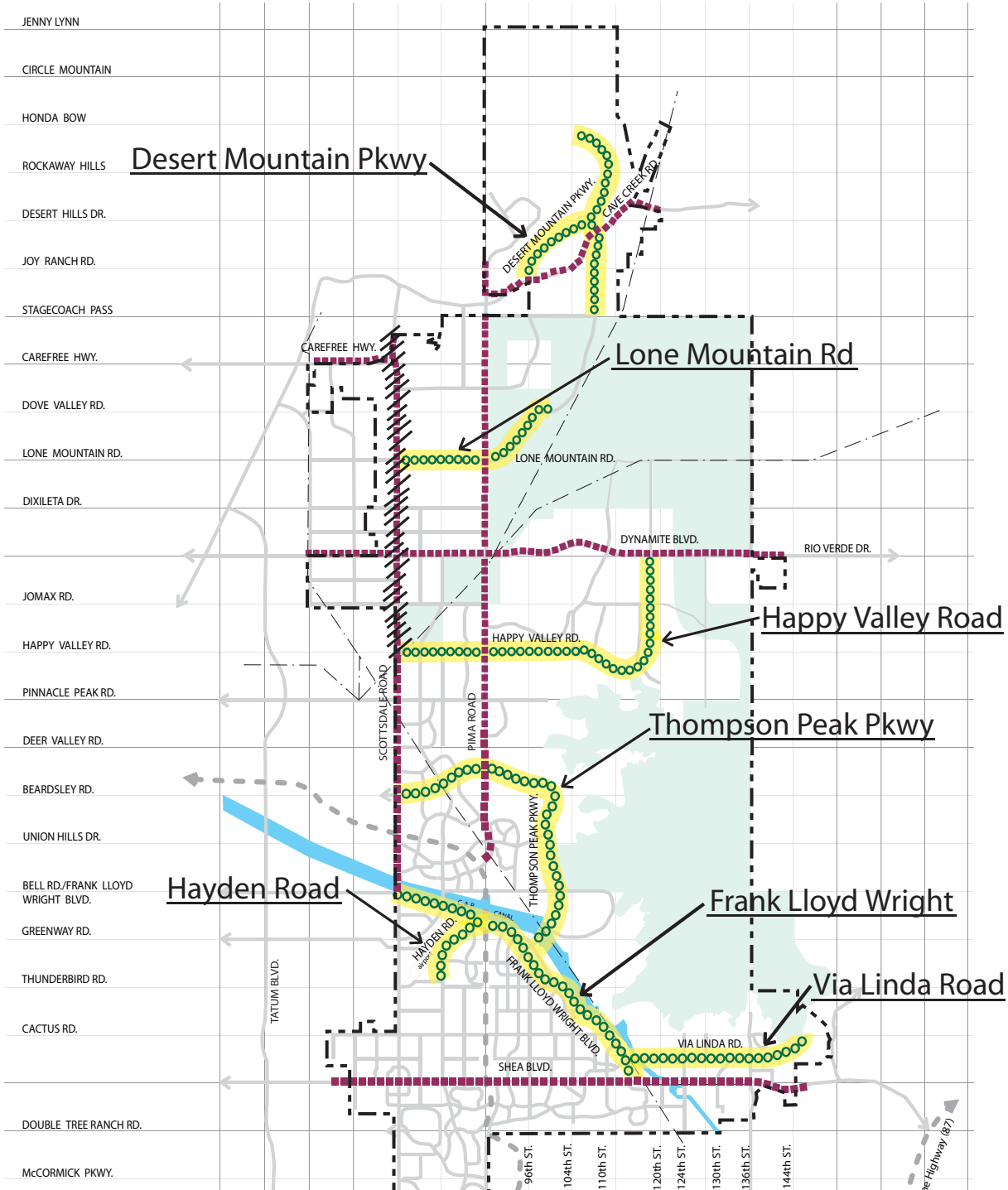


Existing Scenic Corridor Map

Carefree Highway
Cave Creek Road (NE of Pima Rd.)
Dynamite Boulevard (E of 56th St.)
Pima Road (N of the 101)
Shea Boulevard
Scottsdale Road (N of Frank Lloyd Wright)

- Scenic Corridor
- Desert Foothills Scenic Drive-
Scenic Corridor
- o-o-o-o Buffered Setbacks/Parkway
- Recommended Study Boundary of the
McDowell Sonoran Preserve
- City Boundary

Locations depicted on this map are generalized

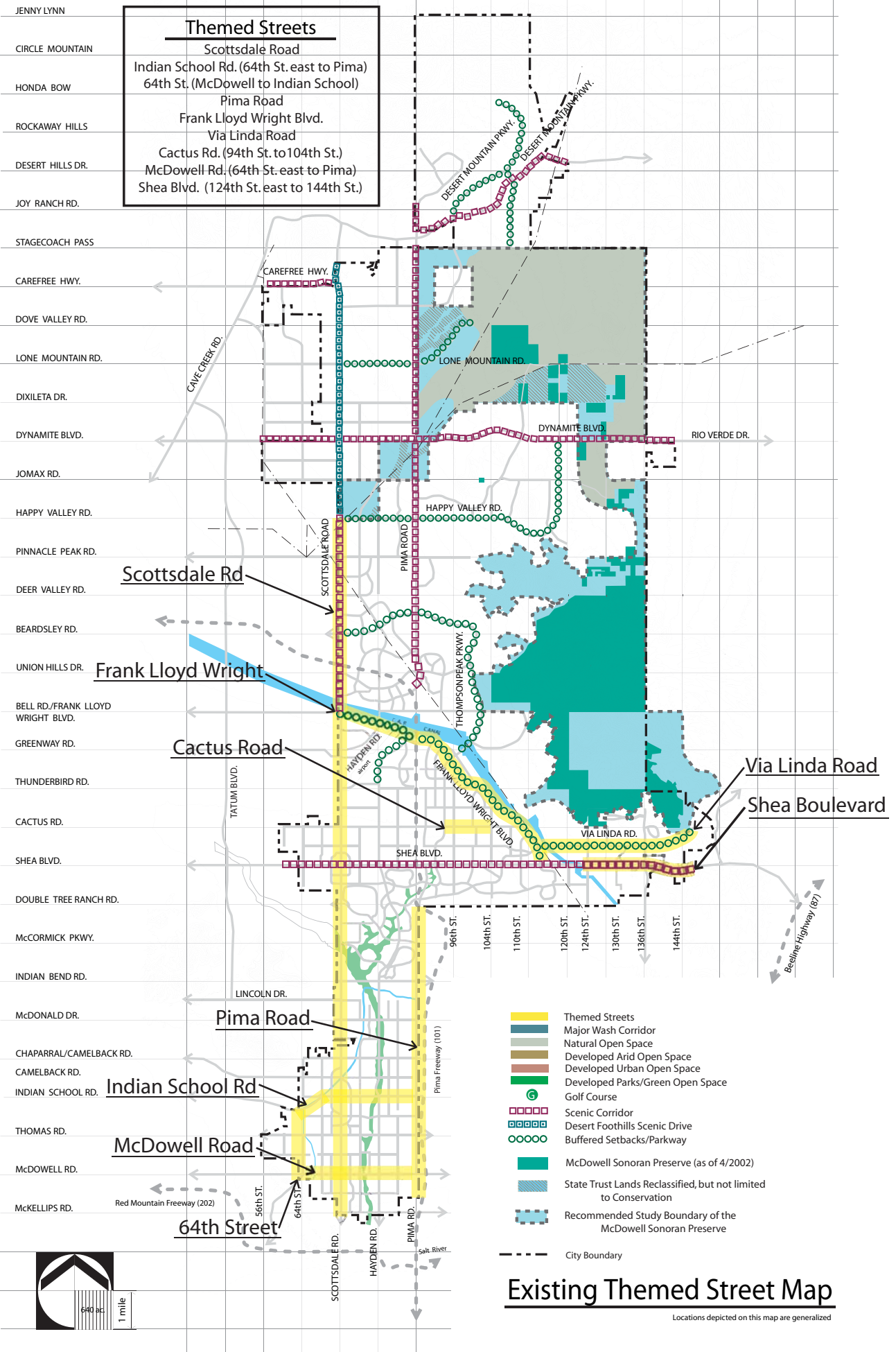


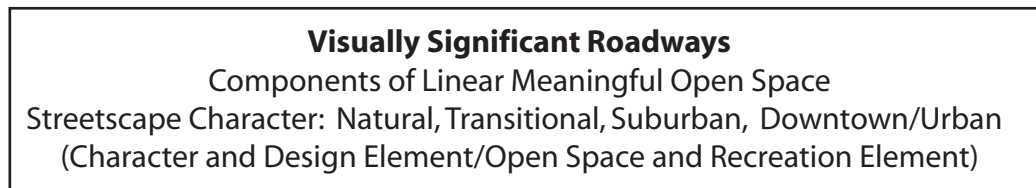
Existing Buffered Setback/Parkway Map

Desert Mountain Parkway
Lone Mountain Road
Happy Valley Road
Thompson Peak Parkway
Hayden Road
Frank Lloyd Wright Boulevard
Via Linda Road

- Scenic Corridor
- ▨ Desert Foothills Scenic Drive-
Scenic Corridor
- Buffered Setbacks/Parkway
- Recommended Study Boundary of the
McDowell Sonoran Preserve
- City Boundary

Locations depicted on this map are generalized





Scenic Corridors

Designated in General Plan

Major Arterial/Roads of Regional Significance

Regional Travel

Large/Enhanced Setbacks
50'-100'

Desert Preservation
Buffer Land Use

Regional/Trail/Multi-use Path

General Inclusive Design guidelines -
DRB Approval

May have specific thematic design
guidelines

Buffered Setback Roadways

Designated in General Plan

Minor Arterial / Major Collector

Local Travel

Enhanced Setbacks 50' or Less
Aesthetic Buffer

Local Trail/Multi-use Path

General design guidelines

May have specific thematic design
guidelines

Themed Streetscapes

Referenced but not designated
in General Plan

Any Roadway Classification (May
also be Scenic Corridor or Buffered
Setback)

Regional & Local Travel

No Enhanced Setbacks

Focus on Local Pedestrian Connectivity

Will have specific thematic design
guidelines

What The General Plan Says About:

Scenic Corridors:

Character and Design Element

“Apply the Scenic Corridor designation: ...”

- to maintain views
- where the desert character is a vital part of the neighborhood setting
- to buffer impacts of highly traveled roadways adjacent to neighborhoods through a larger landscaped area



Open Space and Recreation Element

“Apply a Scenic Corridor designation along major streets to provide for open space and opportunities for trails and paths. The designation should be applied using the following guidelines:

- There is a need for a landscaped buffer between streets and adjacent land uses.
- An enhanced streetscape appearance is desired.
- Views to mountains and natural or man-made features will be enhanced.

Buffered Setback / Parkways:

Character and Design Element

“Other visually significant roadways include roadways with buffered setbacks and roadways with specific streetscape design themes. Many of these designated roadways have individual design guideline policies.”

Open Space and Recreation Element

“Consider buffered setbacks/parkways to provide the streetscape with a unique image that should also reduce the impacts of a major street on adjacent parcels. This type of designation is primarily an aesthetic buffer.”

Themed Streets:

Character and Design Element

“Designate specific design standards to be implemented on streets where a special theme is desired.”

“Create specific design guidelines for highly visible major city streets.”

Who benefits from SCENIC CORRIDORS, BUFFERED SETBACKS/PARKWAYS?

- Adjacent land owners who are more effectively buffered from the adverse impacts of major roadway traffic, and experience enhanced enjoyment of the scenic beauty of the surrounding desert.
- Scottsdale citizens who drive, walk, bicycle, or horseback ride along these corridors
- Tourists and visitors who can experience more of our desert/cultural/recreational lifestyle and the community's lush Sonoran Desert.





Applying the Designations
and Regulation of

SCENIC CORRIDORS & BUFFERED ROADWAYS

-
- Success depends on consistent application of standards.
 - Scenic Corridors and Buffered Setback Roads/Parkways use design guidelines, not ordinances, to apply.
 - Guidelines are often used in the Development Review process; Zoning change requests are a more effective way to apply.
 - Single family residences are not involved in Development Review process, so application of design guidelines is more difficult.

What are other ways the City

BUFFERS ROADWAYS?



- Natural Area Open Space Requirements
- Environmentally Sensitive Lands Ordinance
- Development Agreements
- Arizona Preserve Initiative Agreement with State Land Dept.
- City Preservation Purchases
- Trails Plan Development Dedications
- Neighborhood Plans (I.E. Cactus Acres)
- Building Setback Requirements
- Open Space Requirements for Commercial Development

What are the criteria for SCENIC CORRIDORS?



1. Scenic Corridors may be designated along major streets to provide for open space and opportunities for trails and paths.

“Major streets” are defined as one or more of the following:
 - a. Roads designated by the MAG Regional Transportation Plan as “Roads of Regional Significance.”
 - b. Roads that have a significant number of travelers who either originate from or have a destination of a community other than Scottsdale.
 - c. Roads designated as major arterials planned for 6 lanes of travel.
 - d. Roads with a significant portion designated as a regional (rather than neighborhood) trail corridor or multi-use path.
2. Views to mountains and natural or man-made features will be enhanced.
3. An enhanced streetscape appearance is desired.
4. There is a need for a landscaped buffer between streets and adjacent land uses.



What are the criteria for **BUFFERED SETBACKS/PARKWAYS?**

- Established for roads that do not meet the Scenic Corridor criteria but are desired to provide the streetscape with a unique image or reduce the impacts of a major street on adjacent parcels.
- 1. May be designated along major roads primarily used by local citizens and visitors to commute to and from destinations located within the city's corporate boundaries.
- 2. Roads with buffered setbacks should be at least identified as minor collectors on the city's Streets Master Plan. They may be designated as major arterials, but generally are of lesser designation.
- 3. Roads with a significant portion designated as non-vehicular travel corridor for neighborhood or local (rather than regional) trail or multi-use path.



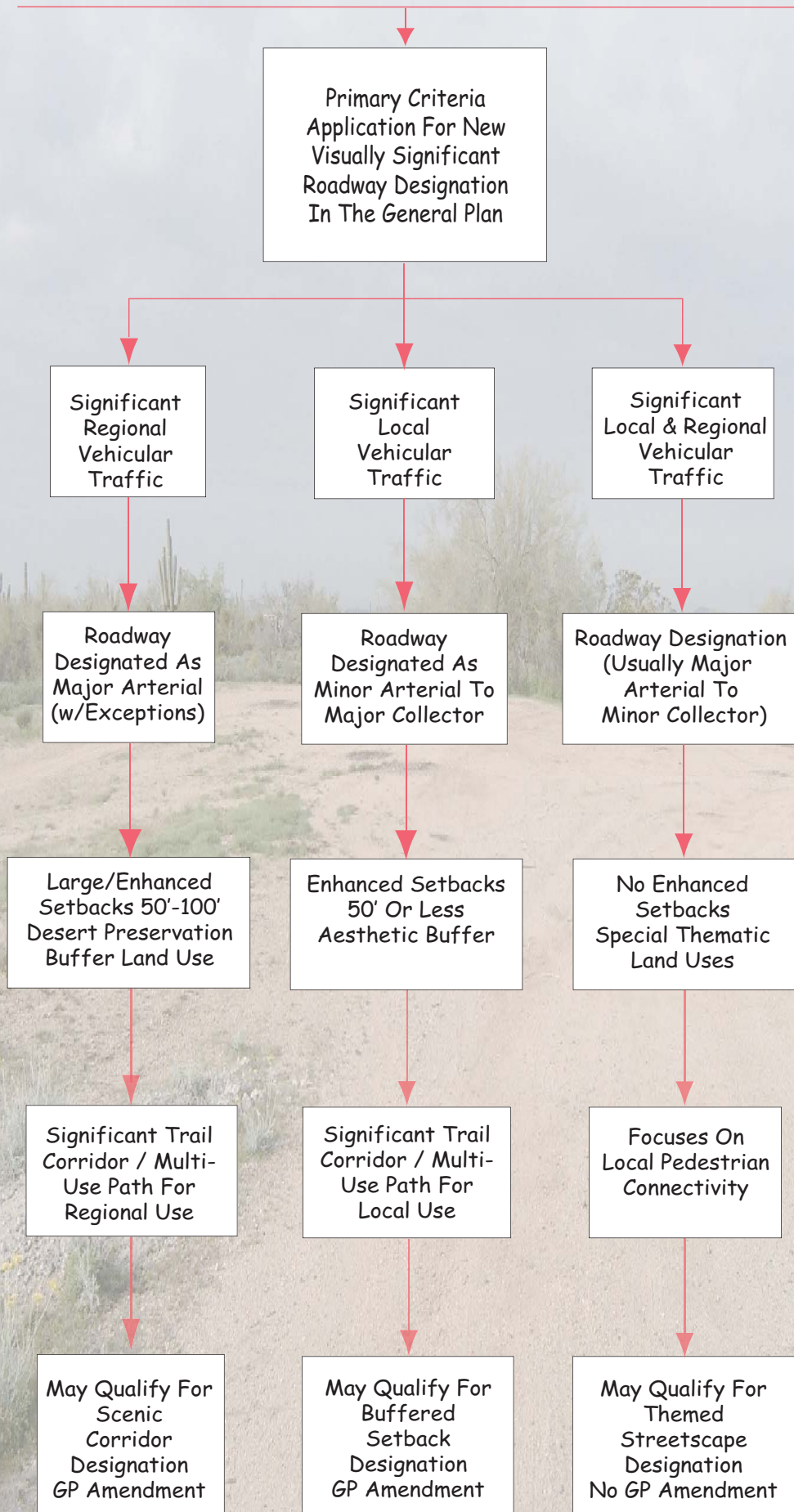
Existing Themed Streets:

- 64th Street (McDowell to Indian School Rds.)
- Indian School Road
- Scottsdale Road
- Frank Lloyd Wright Boulevard
- Shea Boulevard (East of the CAP Canal)
- Via Linda (East of the CAP Canal)
- Cactus Road (96th to 104th St.)
- Pima Road (Loop 101 to McDowell Road)

Themed Streets May Have:

- Theme Symbols and Graphics
- Theme Colors and Materials
- Theme Landscape Pallets
- Public Art as part of the Streetscape Design
- Theme Street Hardware (eg. transit stops)
- Other Elements that Reinforce the Character of the Area

ROADWAYS SUBMITTED FOR VISUALLY SIGNIFICANT DESIGNATION



Scenic Corridor & Buffered Setback/Parkway Designation Criteria Matrix

[illegible]

Roads Under Consideration Analysis

Roads Under Consideration	Percentage of Total Developed Frontage Bordering Considered Roadway		Percentage of Developed Frontage Encroaching Proposed 100' Buffer		Percentage of Developed Frontage Encroaching Proposed 50' Buffer
Bell	34%		34%		18%
Dixileta	54%		52%		37%
Jomax	39%		30%		22%
Lone Mountain	60%		40%		23%
Thompson Peak	56%		38%		28%

Scenic Corridor History Time Line

1963

A grass roots effort convinced the county to establish the Desert Foothills Scenic Drive. The Designation included Scottsdale Road from Happy Valley Road to Carefree.

Early 1970's

Scottsdale established precedence by stipulating a scenic corridor for the rezoning of the McCormick Center along Shea Boulevard

1976

Scottsdale adopted the Northeast Area General Plan. This Created a scenic Parkway designation along Shea Boulevard.

1984

Scottsdale adopted the Scottsdale Foothills General Plan. This plan designated portions of Scottsdale Road, Pima Road, and Dynamite Boulevard as Scenic Corridors. Buffered Setback roads were introduced.

1986

Scottsdale adopted the Tonto Foothills General Plan. Cave Creek Road and the Carefree Highway were added to the Scenic Corridor designation list. Additions were also made to the Buffered Setback roads.

1992-1999

General Plan updates added some basic guidelines for designation of Scenic Corridors.

1997

Scottsdale published a Scenic Corridor Design Guideline brochure. The brochure suggested 50' residential setbacks and 100' non-residential setbacks.

2001

The voter approved 2001 General Plan described the need for formal Scenic Corridor Design Guidelines

2003

Scottsdale's Development Review Board adopted formal Scenic Corridor Design Guidelines that suggested minimum setback buffers of 100'.

January 2004

The McDowell Sonoran Preserve suggested to the Planning Commission that additional roads be considered for Scenic Corridor Designation.

April 2004

Scottsdale City Council initiated a General Plan Amendment to consider additional designation of roads as Scenic Corridors and Buffered Setback / Parkways.